

THE
OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world 2s. 6d.
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS
ORDER OF THE CHINA MAIL
AND OVERLAND CHINA MAIL
MAY BE MADE IN THE
following ports—
Canton, Hankow, &c.
Hongkong, Shanghai, &c.
Singapore, Siam, &c.
Yokohama, Kobe, &c.
Manila, &c.

No. 16,670.

號四十四百六十第百九千壹第

HONGKONG, SATURDAY, OCTOBER 14, 1916.

庚戌年九月十四日

PRICE, 25.00 Per Month

THORNES

**OLD VAT
No. 4.
SCOTCH WHISKY.**

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
TEL. 518.

HONGKONG VOLUNTEER
RESERVES.

Major Wakeman, Commanding H.K.V.R.

DETAIL.

On duty till the morning of Sunday,
the 15th of October, 1916: H.K.V.R.
On duty from the morning of Sunday,
the 15th of October, to Sunday, the 22nd
October, 1916: H.K.V.R.
Next for duty: "A" Coy. H.K.V.R.
Orderly Officer: 2nd Lieut. A. M.
Thornhill.

PARADES FOR NEXT WEEK.

Monday—"B" Coy. Platoon Nos. 5
and 8 at Blake Pier at 9.45 p.m. for
Musketry. Part 1. Trained Men. Dress:
Drill order. Signaller at Volunteer
Headquarters at 5.15 p.m. under Instruc-
tor Sergt. E. V. Mitchellmore.

Tuesday—Mounted Section on the
Polo Ground at 5.15 p.m. under Instruc-
tor Q.M. Sergt. Talbot. Dress: Drill
order. "B" Coy. Platoon No. 7 at
Blake Pier at 8.45 p.m. for Musketry.
Part 1. Trained Men. Dress: Drill order.

Wednesday—"D" Coy. at Volunteer
Headquarters at 5.30 p.m. under C.S.M.
Cook. Dress: Drill order. "B" Coy.
Platoon No. 8 at Blake Pier at 8.45 p.m.
for Musketry. Part 1. Trained Men.
Signalling Section at Volunteer Head-
quarters at 5.15 p.m. under Instructor
Sergt. E. V. Mitchellmore. Dress: clean
fatigue.

Thursday—The parade for Musketry
originally fixed for this date is cancelled.
Notice—Officers commanding Platoons
are responsible that only those members
entitled to fire the trained men's course
are allowed to fire.

Friday—Members of Platoon Nos. 5,
6 and 7 to fire Recruit's course will
parade at Blake Pier at 8.30 p.m. Now-
loon Residents at the 100 yards firing
point. King's Park at 4 p.m. Dress:
Drill order. "A" Coy. at the Law
Courts at 5.15 p.m. Dress: Drill order.
Machine Gun Section on the Polo Ground
at 5.30 p.m. Dress: Drill order. Sign-
alling Section at Volunteer Headquarters
under Instructor Sergt. E. B. Mitchell-
more at 5.15 p.m. Dress: clean fatigue.

HONGKONG POLICE RESERVE.

PARADES, CENTRAL STATION, 5.30 P.M.
Monday, Oct. 16th.—Men warned for
duty on "Our Day," October 16th.

OUR DAY, OCT. 16th.

The Police Reserve Club will be open
to ladies from 12 noon. Light refresh-
ments 1 p.m. to 3 p.m. Tea 5 p.m. to
7 p.m.

FOOTBALL CLUB.

A meeting of members interested in
the Football Club will be held at Head-
quarters Club on Tuesday, the 17th at
5.30 p.m. All intending players are
particularly requested to attend.

MUSKETRY.

Members who have sent in their names
for the Instruction Class, will attend
Central Station at 5.15 p.m. on Tuesday
and Friday, commencing Oct. 17th.
They will be exempt from drills ordered
for those days.

AMBULANCE PLATOON.

Members of the Ambulance Platoon
will parade in uniform, at the Law Courts
at 8.45 p.m. on Sunday, 15th inst.

JOINED.

No. 1 Platoon—P.O. 774 Arthur
French.

RESIGNATION.

P.O. 641 Thornton is allowed to resign
as from the 15th inst., on his leaving the
Colony.

EQUIPMENT.

Equipment Officers must submit to the
D.S.P.R.'s office not later than Satur-
day, Oct. 21st, requisitions for blue
uniform, required by their respective
units 1916-17.

(Sgt.) J. W. FRANKS,
A.S.P. (R.)

SUNSHINE AND COMMON SENSE.

DON'T doctor your blood for rheuma-
tism. Use an external applica-
tion of Chamberlain's Pain Balm. In a
few days it will get you up and out into
the sunshine. Chamberlain's Pain Balm
relieves the pain of blood, to your veins and
soon rid the system of this troublesome
disease. For sale by all Chemists
and Storekeepers.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000 Tons, 3,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

BY APPOINTMENT.

**WATSON'S
DRY GINGER-ALE.**

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give
this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.
Splits 70 Cts. " "

TRADE MARK

A. S. WATSON & CO., LTD.,
STERILIZED WATER MANUFACTURERS.
Telephone 432.

NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and complexion of the applicant, and
stating the name of the steamer or other
vessel or the name of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes by the Company's Cashier or order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KING EDWARD HOTEL

Central Location

Electric Traction Pass Extension,
Electric Lifts, Fans and Lighting,
European Baths and Sanitary Fittings,
Hot and Cold Water System throughout.
Best of Food and Service.

TELEPHONE 573.
TELEGRAPHIC ADDRESS:
"VICTORIA," J. WITCHELL,
Manager.

NORTH BRITISH & MERCHANTILE

INSURANCE CO.,

IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,

and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914,
£28,970,367.

—Authorized Capital £4,000,000
Subscribed Capital £4,000,000
Paid-up Capital £2,437,500
—Fire Funds £3,877,047
—Life & Annuity Funds £17,567,590
Sinking Fund Account £22,230

£23,970,367

Revenue Fire Branch £22,381,466
Life and Annuity £1,411,563
Revenue Marine Department £37,229
Other Receipts £76,940

£23,970,367

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.,
Agents.

'CHINA MAIL'

OVERLAND EDITION.

THE BEST WEEKLY NEWS

PAYEE FOR ALL INTERESTED

IN HONGKONG AND CHINA

GENERALLY.

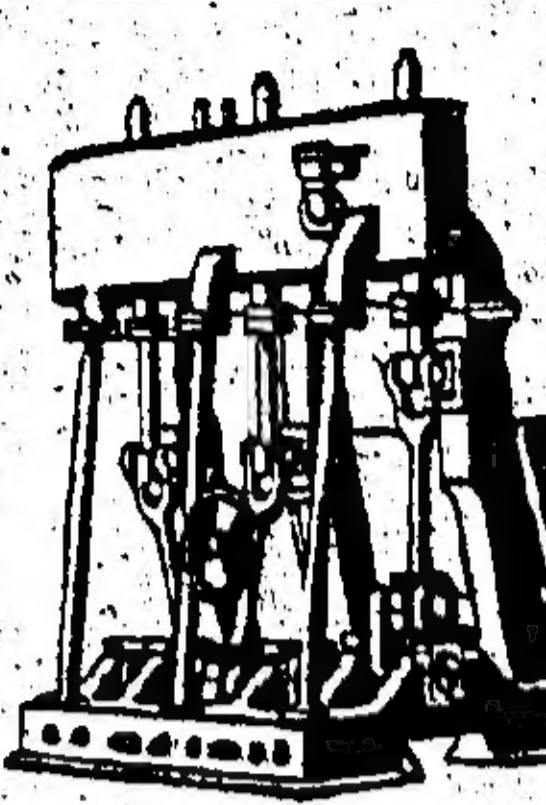
ORDER IT BEFORE GOING

HOME AND THEN KEEP IN

GOOD TOUCH WITH THE

COLONY.

BUSINESS NOTICES.



TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS:
—TELEGRAPHIC ADD.—
"TAIKOO"
—SUTHERLAND & SUTHERLAND—
—TELEPHONE NO. 712—

LIVER AIDS.

PODOPHYLLIN & TARAXACUM PILLS

KEEP THE LIVER ACTIVE AND THE
SYSTEM FREE FROM WASTE MATTER.

Price 75 cents Per Bottle.

THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

THE HONGKONG HOTEL
AND
GRILL ROOM
J. H. TAGGART,
MANAGER.

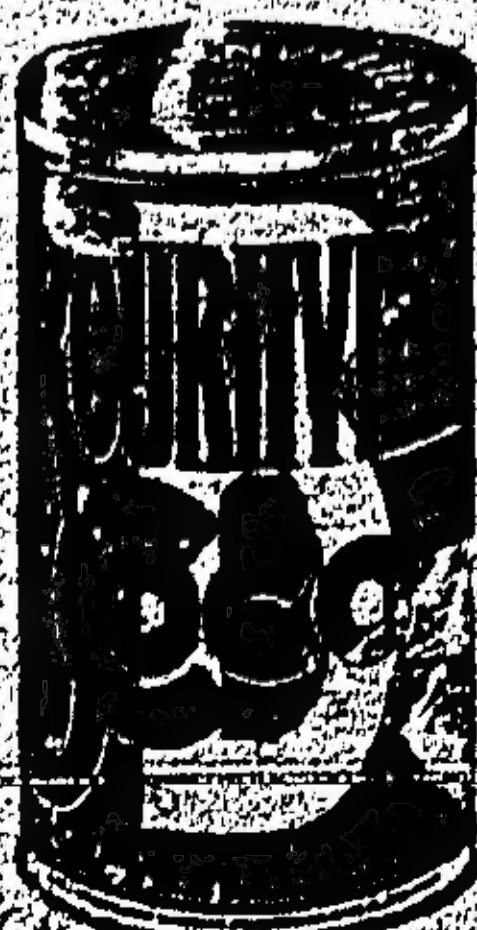
PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.
Terms—From \$5 per day Mck. Telegraph add: "Peacful,"
P. O. FEUSTER,
Manager.

**BOURNVILLE
COCOA**



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

BUSINESS NOTICES.

A WORLD-WIDE REPUTATION for
over THREE-QUARTERS of a CENTURY.

WILKINSON'S

WILKINSON'S SARSAPARILLA

THE WONDERFUL PURIFIER of the HUMAN BLOOD

THE SAFEST & MOST EFFECTIVE REMEDY FOR
Torpid Liver, Debility, ERUPTIONS, &c.

WILKINSON'S INDISPENSABLE TO
SARSAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES.

A. S. Watson & Co., Hongkong Dispensary,
Victoria Dispensary, Queen's Dispensary, &c.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON, CANTON TO HONGKONG.
SATURDAY, 14th OCTOBER.

8 A.M. 'HEUNGSHAN' 5 A.M. 'HONAM'
10 P.M. 'HONAM' 8 P.M. 'KINSHAN'

SUNDAY, 15th OCTOBER.
10 P.M. 'FATSHAN' 5 P.M. 'HONAM'

Single Fare by Night Steamer \$6.00
Return Fare by Night Steamer (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.
S.S. 'TAISHAN' Tons 2000. S.S. 'SUI TAI' Tons 1851.
HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.
SUNDAY, 15th OCTOBER.

The Company's Steamship "TAISHAN" will
depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE.
S.S. 'SUI TAI'.

Departures from Canton to Hongkong on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. 'SUI TAI' 588 Tons; and S.S. 'HANNING' 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at 8.30 A.M., and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 8 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAY" and
"SARU". These vessels have superior cabin accommodation and are lighted
throughout by electricity. Electric fans in each cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
(HOTEL MANSIONS (First Floor))
Opposite the Blake Pier.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment to order. We have
over thirty years' experience. We own two Shipyards and can accommodate any craft
of 200 feet long.

Agents: Shun Hei Co., Kowloon, Hongkong. Telephone No. 455.
Estimated completed in application. Telephone No. 9.

HONGKONG, April 1, 1912.

Another of C. & B.'s Delicacies

C. & B. OXFORD SAUSAGES

UNEXCELLED.

Crosse & Blackwell guarantee these and all their other table delicacies to be produced under ideal conditions of cleanliness.

AGENTS FOR LEA & FERRIS WORCESTERSHIRE SAUCES



Dr. J. Collis Browne's Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for
COUGHS, COLDS, ASTHMA, BRONCHITIS.

The Most Valuable Remedy ever discovered. Effectively cures short attacks of SPASMS, Checks and arrests those who often start disease.

The only Palliative in
NEURALGIA, GOUT, RHEUMATISM, TOOTHACHE.

Acts like a charm in
DIARRHŒA, DYSENTERY, and CHOLERA.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

Sole Manufacturers:
J. T. DAVENPORT, Ltd.,
London, E.C.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
of
RARE, COAL AND CEMENTS
Brokers and Commission Agents.

EVERY DROP OF PETROL IS USED WITH A

ZENITH CARBURETTER

Dispersive booklet No. 40 sent free from
THE ZENITH CARBURETTER CO., Ltd.,
4-12, Newmarket St., London, W.C. Eng.

PROPRIETORS

"Te-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions
A 1 Telegraphic Code

Telegraphic Address
"MEXICO" HONGKONG.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

AN EARLY DATE
The following LIGHTHOUSE GEAR
No. 1 & 2, viz—
One counting apparatus, complete.
Circular wick lamps.
Spare burners.
Cylinders and wicks.
Incandescent Petrol Lamps, and
appurtenances.

Also
A quantity of gear pertaining to
Mooring Buoy.

A number of Locomotive wheels and
Axles.

Further particulars may be obtained
from the undersigned.

Terms—as usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Aug. 24, 1916. 964

HIMRODS

Give Instant Relief

THE ONLY REMEDY FOR
ASTHMA, BRONCHITIS,
AND ALL AFFECTIONS OF THE
THROAT AND LUNGS.

—you will find in this famous remedy
a restorative power that is also
a relief.

It is the only remedy
which cures the
CURE FOR ASTHMA

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

TUESDAY,
the 17th October, 1916, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE,
etc., etc.

As follows—
Several Carpets and Rugs, Upholstered
Sofas, Arm-chairs and Sofas, Card
Tables, Bedroom Furniture, comprising
Double Bedsteads, Bedsteads, Trunk
Bedsteads (Teakwood), Sideboards, Dinner
Wagons, Extension Dining Tables and
Chairs, Tea and Occasional Tables, etc.,
etc., Dinner Services, Crockery, Glass
Ware, Cooking Stoves, Cutlery, Toilet
Sets, etc., Bath Room Utensils, Large
Roll-top Desks and Writing Tables, etc.,
a quantity of Electric Plated Ware,
etc.

1 Large Wall Clock "London Hall,"
"Callie" Portable Motors with Battery,
etc., complete, 1 Piano, in good condition,
Electric Reading Lamp, Blackwood and
Teakwood Screens, a quantity of Black-
wood Furniture, Pictures, Engravings,
etc.

Also
Plate Carbine Camera, D. B. Yowling
Pics, etc.

A few lots of DRAWN THREAD and
EMBOSSED GRASS CLOTH, etc.

A selection of Bales of Jute, etc.,
Yarn, etc., etc.

(Full Particulars from Catalogue)
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

ONE PIANO by KRÜSS, STUTTGART

in first class condition.
Now on view.
Terms—as usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong Oct. 2, 1916. 1069

KEATING'S LOZENGES

CURE THE HOARSE VOICE

IT IS ABSOLUTELY THE BEST
NEW ZEALAND TABLE BUTTER.

Sole Agents
THE DAIRY FARM CO., LTD.

JAPANESE MAKERS

Every kind of Footwear
MADE TO ORDER

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

TUESDAY,
the 17th October, 1916, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE,
etc., etc.

As follows—
Several Carpets and Rugs, Upholstered
Sofas, Arm-chairs and Sofas, Card
Tables, Bedroom Furniture, comprising
Double Bedsteads, Bedsteads, Trunk
Bedsteads (Teakwood), Sideboards, Dinner
Wagons, Extension Dining Tables and
Chairs, Tea and Occasional Tables, etc.,
etc., Dinner Services, Crockery, Glass
Ware, Cooking Stoves, Cutlery, Toilet
Sets, etc., Bath Room Utensils, Large
Roll-top Desks and Writing Tables, etc.,
a quantity of Electric Plated Ware,
etc.

1 Large Wall Clock "London Hall,"
"Callie" Portable Motors with Battery,
etc., complete, 1 Piano, in good condition,
Electric Reading Lamp, Blackwood and
Teakwood Screens, a quantity of Black-
wood Furniture, Pictures, Engravings,
etc.

Also
Plate Carbine Camera, D. B. Yowling
Pics, etc.

A few lots of DRAWN THREAD and
EMBOSSED GRASS CLOTH, etc.

A selection of Bales of Jute, etc.,
Yarn, etc., etc.

(Full Particulars from Catalogue)
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

EVERY KIND OF FOOTWEAR

MADE TO ORDER

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

TUESDAY,
the 17th October, 1916, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE,
etc., etc.

As follows—
Several Carpets and Rugs, Upholstered
Sofas, Arm-chairs and Sofas, Card
Tables, Bedroom Furniture, comprising
Double Bedsteads, Bedsteads, Trunk
Bedsteads (Teakwood), Sideboards, Dinner
Wagons, Extension Dining Tables and
Chairs, Tea and Occasional Tables, etc.,
etc., Dinner Services, Crockery, Glass
Ware, Cooking Stoves, Cutlery, Toilet
Sets, etc., Bath Room Utensils, Large
Roll-top Desks and Writing Tables, etc.,
a quantity of Electric Plated Ware,
etc.

1 Large Wall Clock "London Hall,"
"Callie" Portable Motors with Battery,
etc., complete, 1 Piano, in good condition,
Electric Reading Lamp, Blackwood and
Teakwood Screens, a quantity of Black-
wood Furniture, Pictures, Engravings,
etc.

Also
Plate Carbine Camera, D. B. Yowling
Pics, etc.

A few lots of DRAWN THREAD and
EMBOSSED GRASS CLOTH, etc.

A selection of Bales of Jute, etc.,
Yarn, etc., etc.

(Full Particulars from Catalogue)
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

EUROPEAN AGENCY.

WHOLESALE. Indents promptly
executed at lowest cash prices
for all British and Continental goods,
including—
Books, Stationery and Leather,
Chemicals and Druggists Sundries,
China, Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Imperials, Military and Police Goods,
Fancy Goods and Refrigerators,
Hardware, Machinery and Milling
Machinery, Photo and Watch Cases,
Photographic and Optical Goods,
Provisions and Oils and Stores,
etc., etc.

Commission 5% to 10%
Trade Discounts granted
Sole Agents of the
General Commission of Europe
Goods, Cash from £10 upwards
Commission 10% to 15% on cash
orders.

WILLIAM WILSON & SONS
10, Abchurch Lane, London, E.C. 4.

THE JUBILEE OF THE HONGKONG & WHAMPOA DOCKS.

A REVIEW OF THEIR EARLY HISTORY.

(Being a Paper read at a recent gathering of directors, members of the staff and others by Mr. A. G. Gordon.)

Largely, though it bulks in the public eye as one of the most palpable evidences of the Colony's progress, and material prosperity, comparatively little is known of the rise to its present affluent position of the Hongkong and Whampoa Dock Co., Limited. This is not at all astonishing, when one has regard to the changing nature of the European population. Change, constant change, is the essential characteristic of the place, and in some respects it is beneficial, for its waste tissue is replaced periodically by fresh drafts of young men, who bring to it the necessary impetus of new ideas and rejuvenating vigour which keeps it alive commercially. But change is not conducive to strong memories. It is a fact that the average individual is lamentably ignorant of the fifty years prior to his own subliminal existence; and, in like manner, the average resident in Hongkong knows comparatively little of the Colony's history and less about its leading institutions. The Colony is in one of its transitional phases. In a month or two, the annual begira occurs, and in the fight, some go from among us never more to return as Hongkong residents.

The foundation of the Company may be said to be an outcome of the enterprise of the P. and O. Company. Fifty years ago, as one may learn in an illuminating chapter in Michie's readable book, "The Englishman in China," the trade of the Far East was conducted principally by sailing vessels, but the P. and O. steamers and the fast steamers of the great opium houses were bringing about a radical change. Steamers, it was seen, were to replace the sailers, and if steamers were to be maintained in a state of efficiency docks and repairing establishments were absolutely necessary at some such place as Hongkong. Before Hongkong became a British Colony there were mud docks at Whampoa in the Canton River. They were owned by Chinese, and the P. and O. Company, not caring to entrust the docking and repair of their coast steamers to Chinese without European supervision, sent Mr. John Couper (then a carpenter in their service), to Whampoa as their representative to look after their interests when their vessels went into dock. Like the shrewd Aberdonian he was, Mr. Couper speedily realised the requirements of the shipping trade, and the possibilities of the future, and with commendable enterprise set about a plan of campaign which, incidentally, had brought immense prosperity to this Colony. The docking business was a lucrative one. So his first step was to lease the Whampoa Mud Docks from their Chinese owners. Out of his large profits, he built the "Couper Dock" at Whampoa, and was conducting a prosperous business when the Arrow-Jordan affair brought about war between Great Britain and China and involved the Whampoa Docks in temporary eclipse. The Chinese set about the destruction of the Couper Dock, which was built of granite. The stones on some of the side altars were torn asunder and cast down into the bottom of the dock, and the machinery and working plant more or less destroyed by the Chinese troops. Mr. Couper himself was kidnapped, and his fate was never known. Peace and indemnities followed, as they continue to follow to-day, and Mr. Couper's son was awarded about £120,000 as compensation. The dock was pumped out. The Chinese who had been so eager to destroy were employed to replace the granite masonry, and in about two or three months, all the masonry had been relaid, and the docking establishment was soon under way again. In the following year, Mr. Couper sold his business to a newly formed Company for £400,000 or £450,000, and, like a sensible man, went home long before the days of deprecatory silver and a retrograde dollar. He is now the Laird of Craigiebuckler, near Aberdeen, Scotland.

The Company so formed was to become the Hongkong and Whampoa Dock Company, as we know it to-day. Its original founders were Mr. James Whitall, of Messrs. Jardine, Matheson and Company, then, local agent of the P. and O. Company, and Mr. Douglas Maclellan, who, in 1866, at the time of the Arrow-Jordan affair, was in Hongkong.

About this time, another Scotman, Mr. Lamont by name, had built a dock—the Lamont Dock—on the south side of the island, at the native fishing village known now-days as Aberdeen, and, with a supreme confidence in his own judgment and in the growth and importance of Hongkong as a shipping and commercial centre, he set about the construction of a dock of larger dimensions styled the Hope Dock after Admiral Sir James Hope, at one time Commander-in-Chief of the China Station. This dock was nearing completion, and Mr. David Gillies had arrived from Scotland to join Mr. Lamont as a partner, when the New Dock Company absorbed the Aberdeen enterprise, the first of several similar absorptions; and, while Mr. Lamont, like Mr. Couper, retired to his native country, Mr. Gillies was retained in the service of the Dock Company, in which he remained, with the exception of a break of about three years (1872-75), for upwards of 35 years, sharing all the vicissitudes of the Company and swaying its destinies.

The new employees, even then, though a young man, possessing the qualities that were to win him the managership of the Company, was placed in charge of the establishment at Whampoa. Here the carpenter work had always been good, but in the engineering branches the workmen were of an inferior type, unskilled and unmethodical, and turning out rough and unsatisfactory work. With a view of meeting the radical changes foreshadowed in Far Eastern shipping interests by the threatened displacement of sailing vessels by steamers, Mr. Gillies was charged with the improvement of the facilities for repairs at Whampoa. By dint of hard work, the constant supervision of all branches, and untiring industry, he succeeded in training the Chinese workmen to a high pitch of efficiency, with the result that in two years double the amount of work was produced per diem and of a much better quality. The celerity with which repairs could be carried out and the quality of the work had the effect of making Whampoa the principal establishment of the Company, and as the manner in which repairs were done at Aberdeen did not give satisfaction it was decided to send all vessels requiring repairs to Whampoa. The year before Mr. Gillies joined the Company, the Company began the construction at Whampoa of the Lookson Dock for docking the large mail steamers of the P. and O. Company and Compagnie des Messageries Maritimes, there being no dock east of Suez capable of accommodating those vessels. When Mr. Gillies assumed charge, he found that little progress had been made with the new dock. It was discovered that the engineer in charge had been accepting bribes from the contractor. This led to his dismissal, and Mr. Gillies was asked to undertake the supervision of the construction of the new dock in addition to his ordinary duties. The dock was completed in two years, and from 1867 to 1869, when the Suez Canal was opened, all the large vessels of the English and French mail companies were docked at Whampoa. As Mr. Gillies was not in receipt of the same liberal allowance as his predecessor he resigned his position in 1872 and left the Company. During this period of his service, he had witnessed a remarkable growth of the Company. In 1867, the paid-up capital amounted to £500,000; in 1868, it was increased to £750,000; and in 1870, when it absorbed the Union Dock Company, the capital was raised to £1,000,000. From 1869 to June, 1870, dividends at the rate of from 6 to 8 per cent. annum were paid; but in the latter half of 1870, the Directors began the wise policy of writing down the value of stock and plant. Consequently, dividends were somewhat reduced for a year or so. In the half-year ending December, 1872, the profits amounted to £105,571, the percentage of net profit on the gross earnings being 23.91, and in that year £66,117 were written off for depreciation.

Mr. Gillies was called back by the Directors in 1870, when the shares of the Company stood at 90 per cent. discount. The former Secretary, having been dismissed for misconduct, Mr. Gillies was appointed Secretary. In the period from July, 1873, to December, 1874, he divided was paid, and only 2 per cent. in the previous half-year, when nothing had been written off. The Company was experiencing one of the most trying periods in its history, and it fell to the new Secretary to plot it through the troubled waters. Owing to the competition from the two ships belonging to Captain Sands and later on from the Cosmopolitan Dock, coupled with former mismanagement, the returns of the Company were very small. The fight was a bitter one. Several of the industrial shanty holders of the Dock Company were anxious to arrive at an arrangement with the rival establishments on the basis of a common purse, but as the opposition was largely local, while the Dock Company was making an all-out effort, the Board of Directors was determined to continue the struggle until the two ships were ultimately acquired on favourable terms in 1875. The Cosmopolitan Dock was also absorbed in the following year.

For design, finish, and facilities for working, it is second to none in any part of the world. All this was accomplished at the minimum of expense to the Company, which acted as its own contractor, Mr. Gillies and his staff seeing that the sub-contracts were drawn up on the most favourable terms. This alone, apart from all other considerations, will give the Dock Company an advantage for many years over competing establishments laying down docks under less favourable conditions of depressed cost of material and of skilled and unskilled labour.

INTIMATIONS

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO
DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR
KAILAN MINING ADMINISTRATION, TIENTSIN, NORTH CHINA.

Company was at last freed from active opposition of a serious nature, and with a true insight of the future, the development of new docks and workshops which were to be the basis for the enormous expansion of revenue and profits of future years. It was only natural to suppose that if Sands Slips and the Cosmopolitan Dock could exist as going concerns apart from the Dock Company, the latter Company could not expect to remain long in possession of its monopoly of the docking business of the port unless it took immediate steps to consolidate its position and to adapt itself to the rapidly changing conditions of marine architecture. To the Company's Secretary—who continued to be the guiding spirit of the management—was most of the credit due for this far sighted conception.

From July, 1875, till December, 1880—the year in which the Cosmopolitan Dock was absorbed—only a sum of £80,000 had been written off, but the dividends of the Company from 1877 to 1879 were on the ascending scale. In 1880, 5 per cent. was paid, and then for three years a steady dividend of 8 per cent. During that period, no less than £313,233 was written off. In 1881, the capital was raised from £1,000,000 to £1,250,000, at which figure it stood for four years. In 1880, a difficulty arose, owing to low tides, in placing H.M.S. Audacious in the Hope Dock; and as the British Admiralty were contemplating the necessity of sending out a larger class of vessel to the China Station, the Commander-in-Chief, Admiral Wiles, was instructed to see what could be done to provide increased facilities for docking the largest vessels of Her Majesty's navy. All the three establishments of the Dock Company were inspected by him, and he concluded that the most feasible plan would be to deepen and enlarge what was then known as the No. 1 Dock at Kowloon. But as there was a constant demand for that dock, and its closure, even temporarily, would have seriously crippled the Company's business, he was told that the cost of the alterations necessary to meet the requirements of the Admiralty would exceed the cost of constructing a new dock. Eventually, it was decided to have a new dock built. It was designed and constructed under the advice and superintendence of Mr. Gillies, who had become in name, what he had been virtually so for years, the Company's controlling manager. The plans were drawn up by Mr. William Danby, C.E., and the services of his firm were retained as consulting engineers during the course of construction. There were some who doubted the wisdom of constructing this large dock, but anyone possessing the slightest superficial knowledge of the work of the Dock Company during the past five or six years knows how beneficial it has been to the Company to possess this fine dock, for the increase in the size of the merchant steamers frequenting Hongkong was most marked during the latter half of the last decade, while Far Eastern political changes since 1860 have brought about an enormous change in the international fleets in Eastern waters. To the Colony, generally, the existence of such a dock at Kowloon has been of immense importance, for without it there would have been a limit to the size and number of the ships visiting the port, a fact that must not be lost sight of by residents only indirectly connected with shipping. Mr. Gillies brought to the construction of the new dock a ripe and unique experience, and it was mainly through his advice that the serious technical difficulties encountered during the progress of the work were overcome.

For design, finish, and facilities for working, it is second to none in any part of the world. All this was accomplished at the minimum of expense to the Company, which acted as its own contractor, Mr. Gillies and his staff seeing that the sub-contracts were drawn up on the most favourable terms. This alone, apart from all other considerations, will give the Dock Company an advantage for many years over competing establishments laying down docks under less favourable conditions of depressed cost of material and of skilled and unskilled labour.

In 1885, the capital was raised from £1,250,000 to £1,500,000, at which latter figure it stood till 1901 when it was increased by £337,500, so that at that date the capital of the Company stood at £2,500,000, or exactly two million dollars more than it was in 1867. Other statistical comparisons are no less interesting—

The intermediate figures are full of interest to the statistical student, marking, as they do, the steady growth in wealth and stability of the Dock Company. In 1884, the dividend paid amounted to 12 per cent.; in 1885 to 18 per cent.; in 1886, 16 per cent.; in 1887, 10 per cent.; in 1888, 8 per cent.; in 1889, 10 per cent.; in 1890, 12 per cent.; in 1891, 14 per cent.; in 1892, 13 per cent.; in 1893 and 1894, 14 per cent.; from 1895 to 1897, 16 per cent.; with 8 per cent. bonus; in 1898, 16 per cent.; and 16 per cent. bonus; in 1899, 16 per cent.; with 24 per cent. bonus; in 1900, 18 per cent.; with 20 per cent. bonus; and for the first half of 1901 a dividend was paid of 10 per cent. with a bonus of 8 per cent. Taking the 31 years from January, 1861, to June, 1901, the shareholders, which means, of course, many of the present shareholders on the Company's register, have received in dividends the huge sum of \$4,429,575, and in addition, the Reserve Fund of \$900,000 built-up between 1895 and 1899 was divided among the shareholders in (1901), every shareholder receiving a clear additional bonus of \$30 per share. From 1895 to June, 1901, there has been written off for depreciation no less than \$1,815,480. Prior to the time when the Company, it had, written off \$228,952.18, since 1875, the large sum of \$2,780,106.88 (roughly speaking two and three-quarter millions of dollars) has been written off for depreciation of plant.

Other interesting comparisons could be made all tending to show the steady growth and extended scope of the Company. In 1870, the European staff in the Company's service numbered 15, the average number of Chinese workmen employed daily from 400 to 450, and the amount paid in salaries and wages \$12,000 per month. In 1901, the staff of Europeans, most of them highly trained technical men of experience, had increased to 67, the daily number of Chinese engaged in the Company's various establishments 4,250, and the monthly disbursements for wages \$150,000. The Chinese workmen are now lodged in large commodious houses in the vicinity of the works, so that cleanliness and sanitary conditions receive every attention. The European staff are provided free of charge with large and comfortable houses, containing four rooms each, spacious bathrooms, excellent bathrooms, bookshelves, etc., and lighted throughout by electricity. These houses were their own property, so that the staff are conveniently situated for their duties.

	July-Dec., 1860.	Dec.-July, 1901.
Liabilities	\$984,138	\$4,407,272
Gross earnings	168,101	3,303,608
Labour, Material and Working Expenses	127,927	2,487,080
Profit	40,173	806,568

The intermediate figures are full of interest to the statistical student, marking, as they do, the steady growth in wealth and stability of the Dock Company. In 1884, the dividend paid amounted to 12 per cent.; in 1885 to 18 per cent.; in 1886, 16 per cent.; in 1887, 10 per cent.; in 1888, 8 per cent.; in 1889, 10 per cent.; in 1890, 12 per cent.; in 1891, 14 per cent.; in 1892, 13 per cent.; in 1893 and 1894, 14 per cent.; from 1895 to 1897, 16 per cent.; with 8 per cent. bonus; in 1898, 16 per cent.; and 16 per cent. bonus; in 1899, 16 per cent.; with 24 per cent. bonus; in 1900, 18 per cent.; with 20 per cent. bonus; and for the first half of 1901 a dividend was paid of 10 per cent. with a bonus of 8 per cent. Taking the 31 years from January, 1861, to June, 1901, the shareholders, which means, of course, many of the present shareholders on the Company's register, have received in dividends the huge sum of \$4,429,575, and in addition, the Reserve Fund of \$900,000 built-up between 1895 and 1899 was divided among the shareholders in (1901), every shareholder receiving a clear additional bonus of \$30 per share. From 1895 to June, 1901, there has been written off for depreciation no less than \$1,815,480. Prior to the time when the Company, it had, written off \$228,952.18, since 1875, the large sum of \$2,780,106.88 (roughly speaking two and three-quarter millions of dollars) has been written off for depreciation of plant.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

BOASTFUL SPEECHES IN THE REICHSTAG.

SOCIALISTS DECLARE NATION WANTS PEACE.

AMSTERDAM, Oct. 13.

The feature of the re-opening of the Reichstag was the boastful character of the speeches regarding Germany's military and economic position and their bitterness against Great Britain.

All again insisted that Germany was fighting a defensive war.

Herr Bassermann, leader of the National Liberals, Herr Spahn, leader of the Centre Party, and Herr Westarp, leader of the Conservative Party, all insisted that Great Britain was Germany's chief enemy, against whom the strongest efforts must be made.

Herr Haase, leader of the Socialist minority, said: Millions of people are looking to us for a glimmer of peace. Sufferings are growing to inhuman proportions. Nowhere is there hope. We must save the people from the worst. Our dreams of world-domination will never be realised.

Herr Sandemann, a Socialist, according to the *Berliner Tageblatt*, declared that the nation wanted peace. "All nations were tired of being lured to destruction by new and brilliant promises. The Germans were willing to evacuate France and Belgium. Peace must be based on the principle of the French, Belgians and Germans retaining their respective territories."

THE WESTERN FRONT.

SUCCESSFUL BRITISH OPERATIONS.

LONDON, Oct. 13.

General Sir Douglas Haig reports that in yesterday's operations we advanced between Guedecourt and Les Bouffes and also north-west of Guedecourt.

We took 150 prisoners.

An enemy attack north of Stuff Redoubt was driven off.

Fourteen raiding parties entered the enemy's trenches in the Ypres and Armentieres areas yesterday, took prisoners and inflicted casualties.

THE FRENCH FRONT.

LONDON, Oct. 13.

A communiqué states: The night was fairly lively on both banks of the Somme. There were skirmishes and reciprocal bombardments which were most violent in the Orval, Bouchavesnes, Ablaincourt and Chaulnes sectors.

MAUSER WORKS AT OBENDORF HEAVILY BOMBED.

FOUR TONS OF BOMBS DROPPED.

PARIS, Oct. 13.

A communiqué states: A Franco-British squadron of forty aeroplanes dropped four tons of bombs on the Mauser works at Obendorf, on the Neckar, and brought down six German aeroplanes which were attempting to defend the factories.

VISCOUNT FRENCH AT THE FRONT.

LONDON, Oct. 13.

Viscount French of Ypres is visiting the front.

VISCOUNT OLIVE DEAD.

LONDON, Oct. 13.

Viscount Olive has died of wounds. (Viscount Olive, eldest son of the Earl of Powis, was born in 1892. He entered the Army in 1914 in the Scots Guards, and last year transferred to the Welsh Guards as a Lieutenant.)

IT NEVER FAILS.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is an infallible remedy for all cases of colic, cholera, dysentery, and other ailments of the bowels. It is sold by all Chemists and Druggists.

ITALIAN PROGRESS.

HEAVY ENEMY LOSSES.

ROME, Oct. 13.

An official report states: Considerable progress has been made in Carso. We took strong enemy positions at Pasubim. Heavy counter-attacks on Gorizia were driven off. In front of one battalion alone 400 of the enemy were buried.

THE BALKAN ZONE.

BRITISH SHELLING SERES.

LONDON, Oct. 13.

A Bulgarian official report states that the British are shelling Seres.

BRITISH PROGRESS ON STRUMA FRONT.

LONDON, Oct. 13.

A British official report from Salonika states that on the Struma front we pushed on from Prosenik and Topolova to the east of the railway and our armoured cars reconnoitred the junction of the Seres-Semlissar and the Seres-Salonika roads. The enemy is holding the railway about Nihor in strength.

We raided hostile trenches on the Doiran front, the enemy fleeing after strong resistance, leaving 50 dead.

NO CHANGE IN DOBRUDJA.

LONDON, Oct. 13.

A Russian communiqué states that there is no change in Dobrudja. The enemy captured a section of the Danube river but was driven out with heavy loss.

NEW GREEK CABINET RECOGNISED.

ATHENS, Oct. 13.

The Entente have recognised the new Cabinet. Sir F. E. Elliot, the British Minister has visited the Foreign Minister.

RIVER TRANSPORT IN MESOPOTAMIA.

A GREAT IMPROVEMENT.

LONDON, Oct. 13.

Replying in the House of Commons to Sir R. Jardina, Mr. Forster, Under Secretary for War, stated that since the end of July, when the War Office took over control, the increase in river transport available in Mesopotamia was already 54% and would shortly be 100%. The whole system had been reorganised and ample transport was available to take up all the medical stores required.

NAVY LEAGUE WAR MEMORIAL FUND.

Mr E. A. M. Williams, Hon. Secretary of the Hongkong Branch of the Navy League, has received the following further letter from the Hon. Secretary of the Fund:

The Navy League, 11, Victoria Street, London, S.W., 9th September, 1916.

Dear Mr. WILLIAMS:—Since I last wrote about the First Exchange the second contribution for £200 from the Hongkong Branch of the Navy League has come safely to hand, and herewith I enclose receipt. I can assure you that the help that we have received from your Branch is perfectly invaluable. It comes more and more to me that I am increasingly grateful to get money over here, as there are such enormous numbers of calls every where and at every moment. Up to the present we have about £1,200 of which you have contributed £200 towards the building and endowment of the room at the "Star and Garter," the total cost of which will be £2,500. We have a good many more Branch contributions to come in, and it is the greatest wish of my heart that we shall be able to carry this thing through, but I unhesitatingly say that had it not been for the help of the people of Hongkong it would have been an impossibility.

Yours very truly,
(84) AGNES M. GIBBONS,
Hon. Secretary,
Navy League War Memorial Fund.
(The total sent from Hongkong has amounted to £1,000.—Ed. C. M.)

WHY let the children pick their little

WHY let the children pick their little... (The text is partially obscured and difficult to read.)

EARLIER TELEGRAMS.

ITALIAN ADVANCE.

OVER 30,000 PRISONERS TAKEN IN TWO MONTHS.

ROME, Oct. 13.

A semi-official report states that as a result of the fighting on the 11th Oct. the Italian line was advanced one to two kilometres.

The attack opened on the dominating positions of the second line, especially Hill 343, which with Mount Pecinica, constitutes the northern pivot of the second line. Progress was made on the whole front on the date mentioned.

This was all the more remarkable in view of the heavy bombardments and massed counter-attacks, extending over twenty-four hours, between Duino and East Gorizia. The Italians, after repelling these, renewed the offensive. The enemy's losses are estimated at 24,000.

ROME, Oct. 12.

A communiqué states:—As a result of further violent fighting, we have consolidated and extended yesterday's gains.

We captured 17,771 more prisoners. A total of 30,881 Austrian prisoners have been taken on the Italian front since the 6th of August.

FRENCH DESTROY AN ASPHYXIATING GAS FACTORY.

PARIS, Oct. 13.

A communiqué says: North of the Somme we progressed west of Sailly Laurette.

South of the Somme there has been reciprocal artillery activity. In the Voignes we carried out a successful coup de main and bombarded an asphyxiating gas factory at Mulhouse starting a great fire.

THE FIGHTING IN DOBRUDJA.

GOOD PROGRESS BY RUSSIANS AND ROMANIANS.

LONDON, Oct. 13.

The *Morning Post's* correspondent at Petrograd comments on the rapid headway made by the Russo-Romanians in Dobrudja. They have advanced eight to twenty-five miles against stubborn opposition. The enemy left wing holds fast about Rasovet, but their right retired twenty-five miles, and the centre a little less.

The Bulgarians suffered most, as they were posted where they were exposed to bombardment across the Danube. General Jankovskis failed to hold a neck of land less than thirty miles in width, his front is now expanded.

The Rumanians supported by Russian monitors command the Danube.

RUMANIAN TRANSYLVANIA COMMAND.

BUKHAREST, Oct. 13.

General Averesa has been appointed to the command of the Rumanian Army in Transylvania.

General Christesco succeeds to the command in Dobrudja.

KING OF RUMANIA INTERVIEWED.

LONDON, Oct. 13.

A *Times* message from Bukharest states that King Ferdinand, in an interview, declared that Rumania's entry into the war was based entirely on the principles of nationality. She regarded Hungary as her traditional enemy, but was friendly disposed towards Germany at the outbreak of war. But the excesses of the Central Power affected the Rumanians deeply. Though knowing the late of Belgium and Serbia, Rumania entered the war confident that England, the just, France, her Latin brother, and Russia, her neighbour, would not allow her to be destroyed. The wanton air attacks on Bukharest had embittered the whole nation, which would never contemplate peace without victory.

The King added that he estimated the war would last at least another year.

BULGARS EVACUATING MONASTERY.

LONDON, Oct. 13.

French airmen report that the Bulgars are apparently evacuating Monastir and retreating to the Babina Pass.

M. VENIZELOS TO ESTABLISH A GOVERNMENT.

LONDON, Oct. 13.

Mr. Ward Price, one of the Press correspondents at Salonika wires that M. Venizelos stated, in an interview, that he intends to establish a formal Government at Salonika and to collect taxes with which to equip the troops. He hoped that the "Power" would recognise this. He was confident that the Government at Athens would disappear. The King's attitude was due to the fact that he regarded Greece as his personal property. M. Venizelos stated that he told Constantine in 1915 that the Greeks did not recognise "the divine right" of a King. His hope that Constantine would realise his mistake had now failed.

MURDER WORKERS STRIKE IN AUSTRIA.

LONDON, Oct. 13.

Measures Montagu's & Co's report on the silver market at London shows a movement in prices to a considerable extent of the part of Indian exporters to push into the market as sellers, whenever it was temporarily checked. 30 long at 100.

THE GREEK FLEET.

DRAMATIC SCENES.

THE TRANSFER TO THE ALLIES.

LONDON, Oct. 13.

Reuter's Correspondent at Athens cables that by courtesy of the Premier he was allowed to witness the transference of the Greek fleet to the Allies from the cruiser *Lemnos*. For 24 hours thirteen French and two British tugs, twelve Franco-British trawlers, one British destroyer, and one Italian steam launch were engaged towing the ships, including the flagship *Camaris*, the cruiser *Hellas*, a submarine, and fifteen destroyers, from their anchorage in front of the Arsenal.

The Cabinet's decision was telephoned to the Arsenal immediately the Council broke up. At four o'clock in the morning the crews were instantly awakened and ordered to pack their personal effects without delay. The work was completed by 10.30 a.m. when the crew of each vessel was paraded on deck, and the Commanders read the Order that under the Entente's pressure the Navy was compelled to abandon the ships of which they were so proud.

The King released from their oath every man wishing to remain on ship and to join the Allies.

It is reported that none remained. The officers were the last to leave, taking with them the flag and the King's portrait adorning the war-rooms.

The sailors were conveyed to Scaramanga, on the mainland, opposite the arsenal of Salamis, to await arrangements for conveyance to Athens.

Admiral Spitis removed his flag to the *Lemnos*, where he shut himself in his cabin while the towage was proceeding.

The officers on the decks of the *Averoff*, *Lemnos* and *Kilikia* watched the towage in silence, and were deeply moved when the flagship passed.

Soon the dusty road from Piræus to Piræus, lined with cables, was packed with officers and men who appeared very dejected.

Though in Athens equanimity is undisturbed, depression reigns in the palace and official circles.

IRISH UNIONISTS FAVOUR CONSCRIPTION.

LONDON, Oct. 13.

The Irish Unionist M.P.s have passed a resolution in favour of the application of military conscription to Ireland.

THE RUMANIAN FRONT.

BUKHAREST, Oct. 13.

On the Transylvania front there have been artillery duels, and enemy attacks were repulsed. There has been an artillery duel also on the southern front. The position on the Danube in Dobrudja is unchanged.

DUTCH INDIGNATION.

SUGGESTED DEPORTATION OF GERMAN SPIES.

LONDON, Oct. 13.

The *Handelsblad*, of Amsterdam, demands reprisals for Germany's impudent making of the *Blommestein* and suggests the deportation of the thousands of German spies who are infesting Holland.

The *Het Volk* says the torpedoing of the *Blommestein* cannot possibly be regarded as otherwise than a hostile action against Holland.

AMERICA'S SUBMARINE DECLARATION.

AMERICAN CRITICISM.

LONDON, Oct. 13.

New York's newspapers criticise the State Department's submarine declaration. Pointing out the seriousness of the American position, they dwell on the possibilities of submarine merchantmen obtaining supplies at American ports for submarines.

NORWEGIAN STEAMER SUNK.

LONDON, Oct. 13.

The Norwegian steamer *Birk* has been sunk in the Mediterranean. The crew have been saved.

CYCLONE IN THE DANISH WEST INDIES.

LONDON, Oct. 13.

A cyclone has occurred in the Danish West Indies. Many were rendered homeless and ships lying at anchor were wrecked at St. Thomas, and serious damage was also done to St. Croix and the villages.

THE SILVER MARKET.

LONDON, Oct. 13.

Measures Montagu's & Co's report on the silver market at London shows a movement in prices to a considerable extent of the part of Indian exporters to push into the market as sellers, whenever it was temporarily checked. 30 long at 100.

COMMERCIAL.

HONGKONG SHARE REPORT.

Messrs. Maxon and Taylor in their weekly share report dated October 13th, states:—

The local market continues active with prices generally well maintained.

Shanghai reports a very strong market in Cotton Mill shares, which are in good demand at improving rates.

Rubber is quoted 2 3/4 per lb (Plantation). After the sharp rise recorded last week has subsided to 2 7/8, at which business is passing. Shanghai has been a persistent seller, and more than satisfied local needs. London quotes 2 7/8 middle price.

MARINE INSURANCES.—Unions are still wanted at \$225, North China at \$125, 155 and Cantons at \$400 are in request. Yangtzes at \$260 are neglected.

FIRE INSURANCES.—Hongkong Fires could be placed at \$300 and China Fires at \$150.

SHIPPING.—Douglas have small buyers at \$130 for cash with sellers a point higher. Preferred Indos are still wanted at \$18 with no business passing. Deferred Indos are wanted at \$132 for cash and equivalent rates forward. Star Ferries are required for at \$28 but buyers seem loth to pay any more. Steamboats remain steady with small business doing between \$22 and 23.

REVENUES.—China Sugars are firmer with cash buyers at \$113 and equivalent rates forward. Malabars are quiet with shares on offer at \$20.

OILS AND MINING.—A small demand continues for Langkats at \$15. 23. Rubies are nominal at \$27 the latest crushing returns are given at \$131. 000 gold from 10018 tons ore. Coal Cyprians have been the medium of some business between 34 and 35. Trunks are neglected in spite of continued favourable monthly returns, buyers offer 23. Shells are in good demand at 115/8 but sellers are scarce at anything like this figure.

DOCKS, WHARVES AND GODOWNS.—Kowloon Wharves have ruled quiet—a few sales have been effected round about \$83. Hongkong Docks have again developed into a strong and active market—buyers prevailing at \$132 for cash and equivalent rates forward. This is somewhat surprising as the market might well have been disappointed at no declaration of a long rumoured interim dividend up to the end of the year. Docks appear to be quiet but firm at \$15. 85 buyers in the North.

LANDS, HOTELS AND BUILDINGS.—Central could be placed at \$101 and Hong Kong Lands at the same figure. Hongkong Hotels at \$145 and Kowloon Lands at \$38 are neglected. West Point are offering at \$87.

COTTON MILLS.—All show great strength and a tendency to higher rates. Latest Shanghai quotations give Exos \$15. 155, Shanghai Cottons \$15. 104, King Licks \$15. 15, Yangtzes \$15. 500. Cantonese Cottons are in steady request at \$9.60 for the old shares and 80 cents for the new. Wm. Fowells still offer at \$10.00 with no business passing. Water-boult remains steady but quiet at \$17. Cement has relapsed to a nominal quotation of \$10.30 after a very considerable business at a slightly higher figure—the negotiations referred to in a former circular still drag on. Humphreys Estates could be placed at \$6.85. Ropes have improved to a buying quotation of \$35. Dairy Farms continue to be offered at \$40.

RUBBERS.—Shanghai quotes Anglo-Javas \$15. 12.75 ex div. of 25 cents paid on 10 inst. and a fair business has been done in Ayer Pines at Straits \$12. Heawoods are wanted at 2/8.

THE FREIGHT MARKET.

Messrs. Snowman & Co's Freight Circular issued to-day states:—

Since reporting on 30th ult., the state of the freight market has reverted to its dull tone of about a month ago. A few steamers have been fixed under time-charter terms for Bangkok and Saigon trades but beyond these fixtures very little business has been done. The local rice market continues in a very weak state although prices have improved slightly since the issue of our circular a fortnight ago. Business up North continues good and Owners consequently are not to be tempted with the rather poor rates indicated for trip charters, in southern waters.

Saigon/Hongkong.—Two fixtures of medium sized steamers were made at 37 cents per picul at the beginning of the month but since then nothing further has been done, the state of the Hongkong market not tending to induce mechanics to make offers for tonnage. Exports of rice from Saigon, from 1st January to 22nd August, amounted to 675,237 tons as compared with 578,279 tons for the same period last year. Quotation for No. 2 white round sifted rice stands at 44.00 per picul L.S. for Saigon/Hongkong.

Bangkok/Bangkok.—As anticipated in our last report the rate in this direction has dropped from 65/50 cents to 50/40 cents per picul, for loading inside outside respectively. With the advent of the new rice, however, said, it is to be hoped will take a turn for the better. Saigon/Philippines.—A fixture of a small outside steamer has been made at 45 cents; otherwise requirements are being met as best possible, by Philippine owned tonnage. Further tonnage would be taken to the better. However, probably be placed in this direction.

Saigon/Java.—Good sized Japanese tonnage has been fixed at 70 cents per picul—further to our last advice—otherwise the position remains much the same as last reported.

Newspapers.—Nothing further has been done at lower rates than those attractive to regular consumers, and charters are therefore for the time being, indicated to be cheap of freight. The rate for 5000 tons per picul is 100. Cost of shipping 14 tons of 100 tons at lower rates. 14 tons of 100 tons at lower rates. 14 tons of 100 tons at lower rates.

An Unhygienic Mouth is a standing menace to health.

PYORRHOCIDE POWDER

promotes oral hygiene by correcting many conditions of an incipient pyorrhoeal nature. It is medicated with Dettol thus establishing its value in the treatment of soft, bleeding, spongy gums. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of

PYORRHEA (Riggs' Disease)

Correct and prevent pyorrhoeal conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a tooth and mouth cleanser of high efficiency and is soothing and healing to the oral tissues.

QUEEN'S DISPENSARY.

Harper & Co., Ltd.
31 QUEEN'S ROAD, CENTRAL, HONG KONG.

THE ONLY EXCLUSIVE
SINGAPORE, MALACCA
IN THE COLONY.

Diss Bros.
No. 1, WYNDHAM ST.
Singapore
ESTABLISHED 1907

"Only one can be best" and the best isn't the "just as good" kind, is it?
The best Roofing is

"MALTHOID"

because a "Malthoid" experience of over a quarter of a century is found in every yard. Ask our experts, who will instruct or supervise FREE, and whose experience entitles them to your confidence! Use "Malthoid" as they recommend! Then tell your friends what you think of it!

WATERPROOF!
WEAR-
CLEAN!
LIGHT!
SAFE!
SNOWPROOF!

"MALTHOID."

Agents, BRADLEY & Co., Ltd.
HONGKONG.

WAR CHARITIES.

"OUR DAY"

THURSDAY, 19TH OCTOBER,

will be devoted all over the Empire to collecting funds for

THE BRITISH RED CROSS SOCIETY AND THE ORDER OF ST. JOHN OF JERUSALEM IN AID OF THE WOUNDED.

LADY MAY'S ROSE FUND

20,000 roses have been given, and will be sold throughout the day by numerous ladies and school children. Subscriptions to the Rose Fund will also be gladly received at any time before the day by Lady May at Government House, who will send a rose with the acknowledgment.

GREAT ENGLISH FAIR

in the afternoon, from 3 till 7, on the Murray Parade Ground.

COCONUT SHIPS.
DANCING ENCLOSURE.
JUNGLE SHOOTING RANGE.
(Elephants, Lions, and the Peak Tiger).
RED CROSS COMPETITIONS.
THE "EVERYTHING" STORES.
TWO BANDS.
THE SWANKS.

ALL THE FUN OF THE FAIR
Entrance 50 Cents.

FETE AND ILLUMINATIONS

in the evening, from 9 till 11.30, at the Public Gardens.

Concert. Two Bands.
Entrance 50 Cents in Reserved Enclosures, 25 and 12 extra.
Refreshments of sale during the afternoon and evening.
MEMBERS OF THE WAR CHARITIES COMMITTEE.

